

**CITY OF MARTINEZ  
GENERAL PLAN  
GROWTH MANAGEMENT ELEMENT**

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**1 PURPOSE AND AUTHORITY**

**PURPOSE AND INTENT**

The purpose of the Growth Management Element of the Martinez General Plan is twofold. First, to improve the local planning and development process by linking development approvals to the provision of public services. Second, to establish a City commitment to provision of a specified level of public service for Martinez residents. The Element includes policies and standards for traffic levels of service (Section 2) and performance standards for six types of services: fire, police, parks, sanitary sewers, water and flood control (Section 3). By adopting and implementing this Element, the City establishes a comprehensive, long-range program that will match the demands for public facilities generated by new development with plans, capital improvement programs and development mitigation programs.

**AUTHORITY**

The Growth Management Element is an optional element of the General Plan under Section 65303 of the Government Code of the State of California which states: "The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city." The Growth Management Element is required by the Contra Costa Transportation Improvement and Growth Management Program (Measure C), approved by Contra Costa voters in 1988, in order for the City to receive Measure C funding.

**RELATION TO OTHER GENERAL PLAN ELEMENTS**

All elements of the General Plan, whether optional or required by State law, must be consistent with one another. During preparation of the Growth Management Element the



City's General Plan as well as adopted specific plans was consulted. The Circulation Element in draft form in December 1991 provided the technical basis for traffic level of service standards.

## **PUBLIC INVOLVEMENT**

Prior to public hearings to consider the Growth Management Element, the Draft Element was distributed to local organizations for review, and was made available at City Hall and public libraries.





## 2 TRAFFIC SERVICE STANDARDS AND PROGRAMS: GOALS AND POLICIES

### INTRODUCTION

Readers should consult the Transportation Element for additional goals and policies as well as for technical background.

Frustration with traffic congestion on highways and local streets has been coupled with an understanding that actions by the City alone cannot solve transportation problems that include congestion on Highway 4, I-680, and Pacheco / Contra Costa Boulevard. The programs and policies in this part of the Element reflect the City's efforts at cooperative transportation planning. For over three years, Martinez has been participating as a member of TRANSPAC, a committee of cities (Martinez, Pleasant Hill, Walnut Creek, Concord and Clayton) and Contra Costa County. TRANSPAC is one of four Regional Transportation Planning Committees of the Contra Costa Transportation Authority. The City of Martinez is also represented on the Transportation Authority's Technical Coordinating Committee.

### GOALS

1. Participate in multijurisdictional transportation planning programs that reflect the nature of the County's land use and circulation system by focusing on facilities that serve regional travel demand.
2. Establish and maintain standards for traffic level of service on roads serving primarily local travel demand ("Basic Routes").
3. Require new development to bear the costs of mitigating its impact on the local and regional transportation system.
4. Integrate traffic level of service standards into the development review process.

## 1. PROJECT PURPOSE AND SCOPE

### 1.1 PROJECT PURPOSE

The purpose of this project is to develop a new product line for the company's existing market. The project will focus on the development of a new product line that will be marketed under the company's existing brand name.

The project will be managed by the Project Manager, who will be responsible for the overall planning, execution, and monitoring of the project. The Project Manager will work closely with the Product Development team, the Marketing team, and the Sales team to ensure that the project is completed on time and within budget. The project will be completed by the end of the year, and the new product line will be launched into the market.

### 1.2 PROJECT SCOPE

The project scope includes the development of a new product line, the marketing of the new product line, and the sales of the new product line. The project will be completed by the end of the year, and the new product line will be launched into the market.

The project will be managed by the Project Manager, who will be responsible for the overall planning, execution, and monitoring of the project. The Project Manager will work closely with the Product Development team, the Marketing team, and the Sales team to ensure that the project is completed on time and within budget.

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1. Goal: Participate in multijurisdictional transportation planning programs that reflect the nature of the County's land use and circulation system by focusing on facilities that serve regional travel demand.
  - A. Policy: Participate with TRANSPAC and the CCTA in developing Action Plans to address problems on Routes of Regional Significance that have been designated by the City in cooperation with TRANSPAC and the CCTA. In Martinez, these are: I-680, SR 4, Alhambra Avenue and Pacheco / Contra Costa Boulevard.
  - B. Policy: Participate in multijurisdictional transportation planning by participating in TRANSPAC activities including development of Regional Route Action Plans and by cooperating in planning for intersections subject to Findings of Special Circumstances located in other jurisdictions.
  - C. Policy: Participate in the CCTA conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other programs described in this Element.
  - D. Policy: Following adoption of Regional Route Action Plans by TRANSPAC and the CCTA, implement specified local actions in a timely manner, consistent with adopted Action Plans.
  - E. Policy: For the purposes of reporting to the CCTA on compliance with the Growth Management Program, annually complete and submit to the CCTA a compliance checklist. For monitoring of compliance with adopted standards, a list of Reporting Intersections on Basic Routes will be prepared and maintained by the Community Development Department.
2. Goal: Establish and maintain standards for traffic level of service on roads serving primarily local travel demand ("Basic Routes").
  - A. Policy: Apply the following standards to signalized intersections on Basic Routes (all roads in Martinez not indicated in the list of Routes of Regional Significance in policy 1.A):
    - Suburban: Level of service (LOS) low-D (.80 to .84) volume to capacity ratio for all Basic Route intersections outside of the downtown.

The first part of the assignment is to write up your own report on the results of the study. This should be done in a clear and concise manner, using the following structure:

1. Introduction: This should be a brief overview of the study, including the aims and objectives, the methods used, and the results obtained. It should be written in a clear and concise manner, using the following structure:

2. Methods: This should be a detailed description of the methods used in the study, including the design, the participants, the measures, and the procedures. It should be written in a clear and concise manner, using the following structure:

3. Results: This should be a detailed description of the results obtained in the study, including the data, the statistical analysis, and the conclusions. It should be written in a clear and concise manner, using the following structure:

4. Discussion: This should be a detailed discussion of the results, including the implications, the limitations, and the future research. It should be written in a clear and concise manner, using the following structure:

5. Conclusion: This should be a brief summary of the study, including the aims and objectives, the methods used, the results obtained, and the conclusions. It should be written in a clear and concise manner, using the following structure:

6. References: This should be a list of the references used in the study, including the books, articles, and other sources. It should be written in a clear and concise manner, using the following structure:

7. Appendix: This should be a collection of additional material, including the raw data, the statistical analysis, and the other relevant information. It should be written in a clear and concise manner, using the following structure:

8. Bibliography: This should be a list of the references used in the study, including the books, articles, and other sources. It should be written in a clear and concise manner, using the following structure:



- Urban: Level of service (LOS) high-D (.85 to .89) volume to capacity ratio for all Basic Route intersections in the downtown area bounded by Green, Berrellesa, Marina Vista and Pine.

Policy 2.B. describes how standards are to be applied.

B. Policy: Consider Level of Service standards to be met if:

- (i) Measurement of actual conditions at the intersections indicates that operations are equivalent to or better than those specified in the standard; or
- (ii) The City's adopted five-year Capital Improvements Program includes project(s) which, when constructed, will result in operations better than or equivalent to those specified in the standard.

Apply standards to signalized intersections on all Basic Routes unless the City and the CCTA have made Findings of Special Circumstances as described below. In the event that any Basic Route signalized intersection does not meet adopted standards, consider amendments to the Zoning Ordinance, Capital Improvement Program or other relevant plans and policies in order to attain these standards.

If attainment of standards is not possible because of a high proportion of through-traffic, excessive cost, or unacceptable impacts to the environment, the City may prepare a request for Findings of Special Circumstances in order to remain in compliance with the Growth Management Program. It will be submitted to the CCTA, consistent with the procedure prescribed by the Transportation Authority. The request shall identify alternative standards for the intersection, and propose mitigation measures and programs to improve service to the extent possible.

C. Policy: Include in the City's five-year Capital Improvement Program (CIP) capital projects sponsored by the City and necessary to maintain and improve traffic operations. Generally identify in the CIP funding sources for such projects as well as intended project phasing.

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3. Goal: Require new development to participate in mitigating its impact on the local and regional transportation system.
  - A. Policy: The City has adopted and implemented a development mitigation program requiring developers to either construct facilities or pay the costs necessary to mitigate impacts of their development projects on the local transportation system. In addition to the local transportation impact fee program already in place, require mitigation of the impacts of development projects on the regional transportation system, through the establishment of a regional transportation impact fee or equivalent program. Such a program is being developed by the CCTA with the participation of local jurisdictions.
  - B. Policy: Local Street Improvement and Maintenance Funds allocated by the CCTA are available for purposes including funding projects intended to meet or maintain Level of Service standards, to implement Action Plans for Regional Routes, and to provide mitigation for Intersections Subject to Findings of Special Circumstances. In accordance with Measure C requirements, prohibit use of Measure C revenue to replace private developer funding for transportation projects determined to be required for new growth to meet or maintain standards.
  - C. Policy: As part of its program to attain traffic service standards, revise the Transportation Systems Management (TSM) ordinance adopted September 1990 so that it is fully consistent with the model Transportation Systems Management (TDM) ordinance adopted by the CCTA. Work to provide the required level of staffing for implementation of the TDM program.
4. Goal: Integrate traffic level of service standards into the development review process.
  - A. Policy: As part of the application review process for each development project estimated to generate over 100 peak-hour vehicle trips (or meeting another threshold adopted by the CCTA), prepare a traffic study consistent with the Technical Procedures published by the CCTA.
  - B. Policy: Approve development projects expected to generate over 100 peak-hour vehicle trips only after the City finds that: (1) project approval will not result in violation of adopted standards at any Basic Route signalized intersection (see policies 2.A and 2.B.) and (2) project approval is consistent with adopted Action Plans for Routes of Regional Significance.





### 3 OTHER PERFORMANCE STANDARDS: GOALS AND POLICIES

#### INTRODUCTION

Adoption of the Growth Management Element signals a change in the City's approach to the provision of public services provided by the City and other public agencies.

Historically, when development projects have been approved based on the City's General Plan and zoning ordinance, the ability to provide an acceptable level of public services has been assumed. City departments and outside agencies including the fire and flood control districts were expected to respond to the City's action by providing services as needed.

The performance standards and implementing policies in this part of the Growth Management Element put into place a new basis for coordination with public service providers as an integrated part of the development review process. Since the City is close to full build-out, major changes in population or in the capacity to provide services are not expected. Nonetheless, even with relatively small changes, the difficulty of funding and siting new public facilities calls for this change of approach.

Performance standards are adopted for six types of urban services, which in Martinez are provided by seven agencies, as noted on the table on the following page.

#### GOALS

- 1 Establish and maintain standards for public services.
- 2 Integrate public services standards into the development review process.
- 3 Require new development to bear the costs of mitigating its impact on public facilities systems.





Service	Provider(s)	Plans and Policies
Parks and Recreation	City of Martinez Parks Department	Park System Master Plan 1987-1992
	East Bay Regional Parks District	Master Plan 1989
Fire Protection	Contra Costa County Fire Protection District	Uniform Fire Code
Police Services	City of Martinez Police Department	--
Sanitary Sewer	Central Contra Costa Sanitary District	Capital Improvement Budget and Ten-Year Capital Improvement Plan
	Mountain View Sanitary District	District Master Plan
Water Supply	City of Martinez Water System	Regulations Governing Water Service (10/5/88)
	Contra Costa Water District	District Master Plan
Flood Control	City of Martinez	--
	Contra Costa County Flood Control and Water Conservation District	



1. Goal: Establish and maintain standards for public services.

A. Policy: Establish and implement the following performance standards:

- ▶ Parks. Five acres of parkland, including neighborhood, community, and regional parks and open space, per 1,000 residents. This standard is the basis for the City's park dedication ordinance.
- ▶ Fire. Fire Stations 3 miles apart in urban areas and 6 miles apart in rural areas. Capital facilities necessary to maintain a maximum running time of 3 minutes for the first unit and/or 1.5 miles from the first-due station, 4 minutes for the second unit, and 5 minutes for the third unit, and a minimum of three fire fighters, to be maintained in the central business district, and in all urban and suburban areas. All structures more than 1.5 road miles from a fire station shall be sprinklered.
- ▶ Police. Capital facilities sufficient to maintain a maximum 5 minute response time for Priority 1 calls, and a maximum of 30 minutes on all calls.
- ▶ Sanitary Facilities. Capital facilities to carry and treat to Regional Water Quality Control Board standards the water supplied consistent with Table 3-1.

TABLE 3-1 SANITARY SEWER STANDARDS		
	Mt. View Sanitary District	Central Contra Costa Sanitary District
Gallons Per Capita Per Day Residential Uses	80	360
Gallons Per Acre Per Day Non-residential Uses	2,000	3,750





Average Dry Weather Flows in Millions of Gallons Daily (mgd)	3.2 mgd	60 mgd
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► Contra Costa Water District:

The Contra Costa Water District Provides water to Approximately 30 percent of city residents and businesses. The City supports the goals and policies the District has adopted to meet Federal and State standards.

City of Martinez Water District:

The City provides water service to 70 percent of the residents and businesses within the corporate limits. The City will meet Federal and State standards for water quality. The City will require new development to demonstrate that adequate public water is available prior to project approval.

► Flood Control. Standards are applied to different areas of the city as follows:

- a) In new subdivisions, capital facilities necessary to contain flood events of the magnitude specified in the City's Storm Drain Design Criteria, and in the Contra Costa County Flood Control and Water Conservation District Design Criteria and Standards.
- b) In the Alhambra Creek watershed, capital facilities necessary to contain, at a minimum, the four-year flood event with two foot freeboard or the 6-8 year flood event without freeboard
- c) In all other areas, capital facilities necessary to contain the 100-year flood event, as determined by FEMA, and as shown on maps on file with the City.

- B. Policy: Identify in the five-year Capital Improvement Program (CIP) capital projects sponsored by the jurisdiction and necessary to maintain levels of





performance. Generally identify in the CIP funding sources covering the complete cost of the projects as well as intended phasing.

- C. Policy: In the event the City becomes aware of limitations on services which will lead to a condition where adopted performance standards cannot be met, in order to attain the standards specified in Section 3.1.A consider actions which will meet the standards. Such actions might include, for example, specification of a water conservation program to alleviate the need for capital facilities, or redesign of a subdivision to improve service, or amendments to the General Plan, Zoning Ordinance, or Capital Improvement Program.
- 2 Goal: Require new development to bear the costs of mitigating its impact on public facilities systems.
    - A. Policy: Martinez has adopted and is implementing a development mitigation program that includes mitigation fees for flood control for all portions of the city with drainage plans, and traffic and park dedication fees applying to all of the city. Review and revise the program as needed to ensure that new growth is also paying its share of the costs associated with the provision of facilities for fire, police, sanitary facilities, and water.
  - 3 Goal: Integrate public services standards into the development review process.
    - A. Policy: Approve development projects only after finding that one or more of the following conditions are met:
      - (i) Assuming payment of development mitigation fees and hook-up charges, performance standards will be maintained following project occupancy;
      - (ii) In addition to payment of fees, project-specific mitigation measures (such as construction of on and off-site improvements) are needed in order to ensure maintenance of standards and such measures will be required of the project sponsor; and/or
      - (iii) Capital projects planned by the jurisdiction or special district(s) will result in maintenance of standards.



## GLOSSARY

### Action Plan

A document prepared by TRANSPAC, or other regional transportation planning committee and adopted by the CCTA, that includes a multijurisdictional plan for designated Routes of Regional Significance.

### Basic Routes

All local roads not designated as Routes of Regional Significance. Level of Service standards apply to all signalized intersections on Basic Routes.

### City

City of Martinez

### CCTA

Contra Costa Transportation Authority

### FEMA

Federal Emergency Management Agency

### LOS

Traffic level of service. Level of service standards which compare traffic volumes with intersection or road segment capacity, are the primary measures used to evaluate operations on Basic Routes.

### Parks

All publicly owned land that is designated for recreational use including: City Parks, East Bay Regional Parks, and open space.

### Priority 1 Calls

Life-threatening types of emergency calls.

### Route of Regional Significance

Road designated by the Contra Costa Transportation Authority, consistent with procedures described in the *Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance*. These roads are subject to objectives and programs in adopted Action Plans.

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**Sanitary Facilities**

Wastewater collection, treatment, and disposal facilities.

**TDM**

Transportation Demand Management

1. The Government of  
the State of New York  
has the honor to acknowledge the receipt of your letter of the 14th inst.

and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

Very respectfully,  
Your obedient servant,  
J. B. Smith